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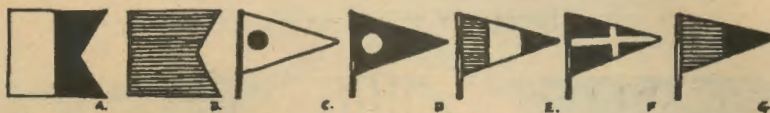
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◆◆ VOL 1 NO. 14 ◆◆
NOVEMBER 20, 1990



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PUBLISHER NOTES

By Gary Golas



I couldn't help but be reminded one day last week of the hardships men of the sea face to bring home only the best in seafood for our tables. It was an extremely windy day at the docks with cold wind chill temperatures. On the Fairhaven side the guys were getting the gear ready for their Thanksgiving week trips against the strong nor'west gales. It's certainly easy for all of us to get romantic about the lures of the sea, the shapely ships and the brave men that venture far out to the ocean.

I am thankful for the men of this mighty industry and what they accomplish. Happy Thanksgiving everyone!

Front Photo: The crew of the F/V Harmony set the gear for the trip out that would take them past Thanksgiving holiday. They plan to bring along the turkey dinner though. Standing is Bob Chace, and kneeling is Tom Berard and David Rupard

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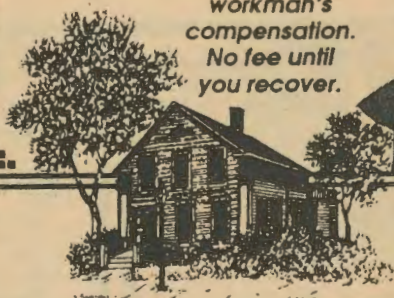
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Ship to Shore

Messages from offshore and home

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Nov. 24 Mr. & Mrs. Donald Clattenberg

Nov. 25, Richard & Janet Rose

Nov. 28, Jim & Sandy Murray

Happy Birthday to

Nov. 23 Capt. Al Nicodemussen

Nov. 24, Donald Mac Donald

Nov. 25, Janet Conners

Nov. 26, Anthony Murray, & rev. Manuel Chavier

Nov. 28, Jim Manley

Nov. 29, Ivar Andersen

Dec. 1, Jack Murray Jr, & Arthur Young

Dec. 2 Paul Saunders

Special Thanks to WBSM's Bill Brennan for these messages!

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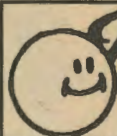
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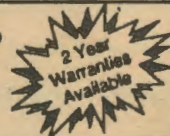
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SPECIAL REPORT:

Details Of The Public Hearing

Come December 10th at the Seaport Inn in Fairhaven anyone with any interest in the scalloping industry will have the chance to say what changes they would like to see implemented in a new scallop management plan amendment. The document which must get its final approval by the Fishery Council on November 28-29 will possibly give fishermen a choice of supporting any one of five complex and comprehensive proposals designed to rebuild the scallop stock.

For many people in the industry, it has been a long, tedious process which still has some time to go before any new amendment would take effect. Even if there are no further delays following the public hearing process a new plan could be implemented by early summer according to fishery managers. That may be too long of a wait for many local fishermen who say emergency measures must be implemented immediately simply because there are no more large scallops to be caught.

The proposals for the changes will be made available to everyone following the council meetings. The Council intends to mail a document to each permit holder as well as have it available at fishery association offices. A schedule of five hearings will take

place next month ranging from Virginia to Maine. Locally it is set for Monday, December 10th, 7:30 PM at the Seaport Inn in Fairhaven.

The final document will "not be easy reading but complicated" according to the Executive Director of the New England Council Douglas Marshall. He is urging everyone to "spend time thinking and talking about the items and to come to the public hearing with not only what you don't like but what you do want to see implemented."

Meat Count On Way Out

One of the most controversial items of the current scallop management plan focuses on the meat count measure of effort control. Federal enforcement officials have been heavily penetrating the New Bedford waterfront over the past month searching and seizing the suspected undersized catches of a growing number of fishing vessels. This in turn has been creating dangerous tensions between boatowners, skippers, crewmembers and enforcement agents. Up to four of the new proposals call for not using the meat count measure.

In the document introduction the meat count measure is now recognized as causing numerous problems both for

fishermen and enforcement agents. *For fishermen the burden includes sorting and mixing of catch at sea, a large amount of time steaming from area to area in search of larger scallops and other problems that may reduce product quality. For enforcement agents the problems include a cumbersome and time consuming sampling procedure that needs to be applied to hundreds of fishing vessels that range from Maine to North Carolina, according to the report.* It continues on with an overview of the meat count measure that it has *also been proven to be ineffective at preventing excessive fishing mortality on large incoming year classes.*

"The real problem has been an operational problem for the fishing industry, that is of finding the range of scallop sizes which will allow fishermen to mix scallops and to make the count," according to Marshall. "These are the driving considerations to change the management system."

Marshall does credit the current eight-year-old scallop management plan which includes the meat count measure to have done "a fair job at protecting the resource." He went on to say, "People have fished very hard, year after year, they continued to have a lot of scallops out there with recruitment to be very good." Now however its not the lack of scallops but simply the lack of

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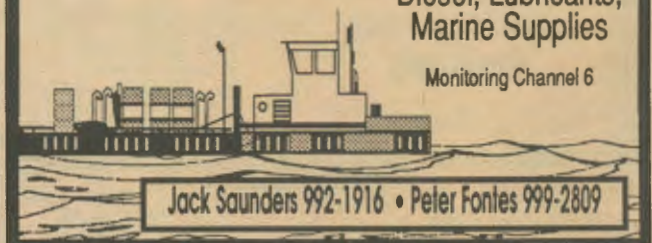
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large scallops that have been thinned out.

The report briefly focuses on the increase in scallop landings. *Both the 1989 scallop catch of about 32 million pounds and the even larger expected 1990 catch far surpass the record landings of 1978 and 1979.*

Standardized days fished in 1989 also set a new record exceeding by 8,000 days (a 37% increase) the prior record of 22,000 days fished set in 1980. These levels of catch and effort are not sustainable given that the current meat count average is estimated to be between 35 and 40.

Choice Of Five Alternatives

The 15 page document includes one preferred alternative and four other proposals that may be accepted by fishermen. But it suggests that additional public hearings may be anticipated if the Council following the public hearing process decides to move ahead with an alternative other than that of the preferred proposal.

The first proposal calls for taking no action at all but maintaining the existing meat count objective of 30 meats per pound. The report suggests that the Council has rejected this alternative because it does not address problems stemming from limitations of the meat count measure.

The second proposal is that of the "preferred alternative" by the council which would substitute a comprehensive effort control program designed to achieve a target quota in place of the meat count system.

This plan calls for the division of the fishing fleet into a "full-time" and "part-time" status. Working with an estimate of anticipated landings at 27-30 million pounds, up to 81% would be allocated to the full-time fleet and 13% to the part-timers.

Additionally, the full-time fleet will be subject to more regulations. The report reads *A trip limit and layover day requirement will restrict the fishery and control harvest to achieve this*

fleet's portion of the total target quota. After determination of the final number of qualifying vessels the precise specification of the first year's trip limit and layover days can be established.

The Council estimates that up to 179 vessels could become qualified to fish. Playing off those figures it estimates that a trip limit could approximately 8,000 lbs with a 10 day layover. Alternative larger trip limits could be used with longer layover periods.

The proposal gives fishermen an alternative based on two-tiered trip limits. Vessels which have fished over 150 days in both 1988 and 1989 can qualify for a 9,000 pound limit while all others will qualify to receive a 6,000 pound limit under the full-time status.

All full-time vessels will be restricted by a nine man crew limit which includes the skipper. The dredge sizes will be limited to 30 feet total or 144 foot trawl sweep length limit, not

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be allowed to participate in any other fishery and will be regulated to a groundfish bycatch allowance of no more than 1,000 pounds of regulated species of fish per trip.

Under this proposal the landing window will be kept in place. Marshall suggests that the Council has no alternative to this item which assists enforcement authorities. "There is no reason to think that if you set trip limits as part of the preferred alternatives, there are always going to be people who will take an extra thousand or two-thousand pounds and try and drop it off in the middle of the night. Windows can make it more difficult to do it."

The amendment alternative adds an option concerning the controversial meat count measure. *A standby meat count measure will be in place, and*

may be implemented if monitoring of the landings reveal that scallops are being harvested at sizes below the level which would jeopardize achievement of the plan objectives. That level is yet to be established by the Council.

"If it becomes a common thing with everyone coming in with a 50 count," adds Marshall, "than the Council can say this is not working the way you guys said it would work and we would have put on the new restriction."

Another major portion of proposal calls for developing a system of mandatory participation in a monitoring program for the layover day measure. Electronic transponders is considered an option whereby each vessel will be required to purchase or rent and have on board a device which

will allow enforcement officials to keep track of when and for how long vessels are either fishing or tied at the docks.

All part-time vessels will be subject to much of the same regulations as above except the methods of achieving the target quotas. This option calls for dividing the target quota into quarterly increments based on the total caught during 1988-1989. When and if a quarterly quota is achieved the fishery is temporarily closed. A layover day requirement based on catch per unit effort could be established to increase fishing time throughout the quarter.

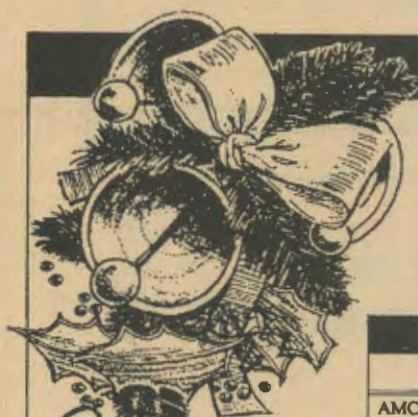
The part-time vessels also have a second option to choose from; *Individual Vessel Allocations*. Vessels operating under this plan would be issued 40 pound bag tags equal to the allocation per vessel.

All vessels qualifying to fish in the full or part time status may have to select which fishery they intend to participate in.

The preferred alternative will propose that a vessel limited entry system be established based on those that have already been scallop fishing in either 1988 or 1989. This item has been the subject of a local petition which has collected over 900 hands to oppose such a measure, calling instead for a closed area measure to take its place. The moratorium would apply to all vessels fishing for scallops and landing more than 120 pounds proposed for an allowable single trip bycatch.

To insure that this measure is not a permanent fixture the Council has adopted a "sunset provision" which will keep it in place for two years and will need to be extended by a vote of Council. Marshall suggested that the move to include this moratorium measure was not a popular one. "There is some hesitation or uncertainty in the industry and there is also a lot of uncertainty on the Council whether this is really the right way to do it."

Under the limited entry proposal the document reads *Vessels would be included under the moratorium if they meet the following criteria: a) new vessels must have been under*



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construction or re-rigging for directed scallop fishing by the March 2, 1989 cutoff date or they must have a written construction contract prior to that date; and b) they must have landed scallop and possessed a permit by March 2, 1990.

If a vessel is replaced or upgraded it will be limited to the same total horsepower and must remain in the same or a lower fleet category. Vessels will not be allowed to be upgraded in more horsepower.

The permit system will be designed so that the permit is given in the name of the vessel which may be transferable with a sale of the boat. That vessel must however remain fishing in the same fleet or lower category. The proposal calls for not allowing any single entity or individual to own more than 10% of the total number of permits.

In an effort to collect better data among other reasons, each participant in the fishery must declare their intentions

to fish in the full-time, part-time or regional scallop fishery when they complete the permit applications. The application period would run from October 1 to December 31 of the year preceding the fishing year. Vessels who fail to do this will not be allowed access to the fishery.

Vessel owners will have the opportunity to appeal when a permit is denied to them. The preferred alternative includes a measure which

calls for a request for appeal to be in writing and the basis of review will focus on either of the following grounds; *the denial was based on mistaken or incorrect information or data; the applicant was prevented by circumstances beyond his/her control from meeting relevant criteria or the applicant has new or additional information which might change the initial decision.* The appeal procedure may include an oral hearing.



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The annual target quota can be adjusted if there are any changes in the size of the scallop stock to maintain a constant level of fishing mortality. The report suggests *The target quota in each year might be either larger or smaller than the preceding year's target depending on changes in recruitment, average meat count and the success of the management measures in achieving the target fishing mortality rate. The quota will be set after taking into consideration the most recent landings data, data from the late summer scallop survey, and meat count data collected by sampling the catch. Improved data collection will allow for up-to-date analysis of relevant scientific information and timely quota-setting.* Important to this proposed measure is the establishment of a quota review panel by the Council.

Critical to this measure is the establishment of a new data collection and monitoring requirements which will

effect everyone from the vessel through the processing operation. All fishermen, dealers/brokers and processors will be required to report data needed to monitor the scallop fishery by purchasing the necessary equipment and that processors and dealers must obtain permits and will be liable for violations of the management process where appropriate.

A new penalty schedule was developed to be included. They range from permit sanctions from one month to permanent revocation for serious violations, maximum penalty for the first violation of certain measure and severe penalties for non-reporting or misreporting into the monitoring and enforcement database system.

Other Alternatives Available

The remaining three alternatives are not that of the preferred measures by the council but will be available to

fishermen if they find they are best for the industry. The measures include a industry-supported measure of effort control, closed area management and an individual transferable vessel allocation program.

In recent years industry representatives have recommended measures which include a 6-day mandatory layover, nine man crew limit and a 30 foot maximum dredge. The report adds however *The Council's analysis indicates that these measures alone are not adequate to replace the meat count, achieve the age-at-entry objectives and provide long-term biological protection to the resource. A comprehensive survey of the industry is underway to evaluate the possible benefits of the industry suggested measure.*

Fishermen will have three choices under this measure which include the following; a) a 30 meat count system, moratorium, 9-man crew, 30 ft dredge,

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6-day layover, for full-time vessels, 2 days fishing/1 day layover for part-time vessels, 10,000 pound maximum trip limit and data reporting and collection requirements; b) all of the items under the above item a without the moratorium; and c) a 30 meat count, data collection and reporting requirements and any of the other measures discussed in item a.

Following an extensive effort to collect names on a petition by local boatowner Ellen Skaar the Council may vote on November 28-29 to include another alternative for fishermen to choose from. That includes a closed area management plan along with the industry-supported crew size, a layover system of 2 day fishing and 1 day in port and dredge size requirements. This alternative of a closed area would replace the moratorium issue many people oppose.

A closed area system was developed in 1987 according to the report. Fishermen will have the chance to review two options; a) an annual closure of the entire Georges Bank/Mid-Atlantic Scallop resource area from April 1 through June 30; and b) Staggered area closures of the four major scallop grounds from eastern Georges Bank through Delmarva whereby each area would be closed to scalloping for a period of two months, but at least two of the other area would be open at any given time. Both alternatives of closed areas could be adjusted to achieve the objectives of the management plan.

Lastly the final alternative which could be included in the public hearings is that of a measure promoted by the Mid-Atlantic Council called the Individual Transferable Vessel Allocations or ITVAs. The option reads *The allocation could be made in terms of either the amount of catch or the number of allowable fishing days, although allocation of actual catch is better because it allows vessels to improve their efficiency without undermining controls on fishing mortality. Allocations would be made to*

individual vessels according to their catch of scallops in 1988 and 1989 rather than according to the catch of a vessel category in the selected performance period. Allocations would be transferable and consequently vessel owners could change their initial

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(More Details In The Dec. 6 Issue)



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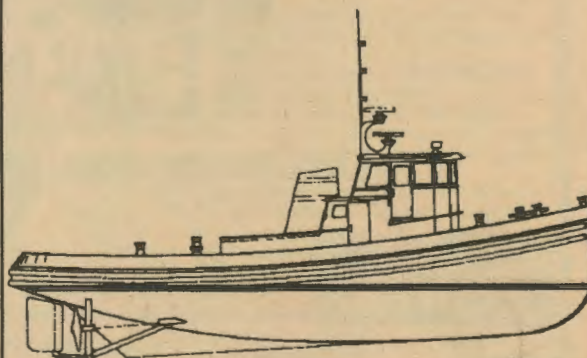
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SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, November 5, 1990

<i>Jupiter</i>	7,000 lbs.	\$5.00 Channel
<i>Resolute</i>	2,000 lbs.	\$5.00 Channel
<i>Santa Marie</i>	7,000 lbs.	\$5.00 Channel

Tuesday, November 6, 1990

No Scallopers Landing

Wednesday, November 7, 1990

No Scallopers Landing

Thursday, November 8, 1990

<i>Lady Linda</i>	6,500 lbs.	\$4.90 Channel
-------------------	------------	----------------

Friday, November 9, 1990

<i>Rianda</i>	7,000 lbs.	\$5.50 Channel
---------------	------------	----------------

Monday, November 12, 1990

<i>Andrea Jean</i>	7,000 lbs.	Price ranges; \$4.90 Georges/ 5.04-5.05 Channel
<i>Contender</i>	7,300 lbs.	
<i>Donna Lynn</i>	6,500 lbs.	
<i>Oceanic</i>	6,500 lbs.	
<i>Sandra Jane</i>	7,000 lbs.	

Tuesday, November 13, 1990

<i>Concordia</i>	5,200 lbs.	\$4.95 Channel
<i>Perserance</i>	7,500 lbs.	\$4.95 Channel

Wednesday, November 14, 1990

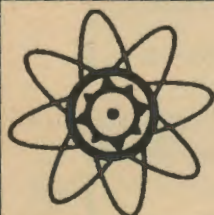
No Scallopers Landing

Thursday, November 15, 1990

<i>Warrior</i>	5,000 lbs.	\$4.90 Channel
----------------	------------	----------------

Friday, November 16, 1990

<i>Act III</i>	8,100 lbs.	\$4.92 Channel
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Scenes From Around The Harbor



Left Photo; Ray Randall and Peter Fontes of Pier Oil prepare their evening meal of fish following the fuel loading routine.

Below Photo; The F/V Patience heads out for its Thanksgiving week trip on Thursday, Nov. 15.





A crew takes advantage of the warm day last Thursday putting together some rolloers at New Bedford's Fisherman's Wharf.

ATTENTION ALL FISHERMEN:

The Offshore Mariners Association offers you the chance to win \$25 simply by entering your offshore photos in the Barnacle Contest. If the photos are chosen, they will be published on the Barnacle front cover and center pages.

1. All photos must feature offshore shots.
2. Call 999-4255 to have your photos picked up or mail them to *The Barnacle*, P O Box 71, Fairhaven, MA 02719.
3. All photos will be judged on clarity and creativity.

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DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



American Hope 23,100/ Blue Seas II 24,200/ Cheri Andrea 6,600/ Fisherman 23,500/ Galaxy 13,800/ Imigrante 18,700/
Linda & Ilda 22,700/ Nauset 9,500/ Neves 22,500/ Portugal 15,000/ Ruthie B 17,700/ Shelagh K 20,700/ Valkyrie 33,600
TOTAL 251,600 LBS

Monday
Nov. 5, 1990

131,200 lbs
6,300 lbs
41,400 lbs
2,000 lbs
70,700 lbs

Cod Whale 1.15-1.25/ Large 1.10-1.40/ Markets 1.10-1.40/ Scrod .95-1.40
Georges Lemonsole 2.25/ Large 1.85/ Small 1.70/ PW 1.00
Blackbacks Large 1.50-1.70/ Small 1.05-1.60/ PW .70-1.25
Sand Dabs .50
Yellowtail Flounder - 100-120 count 1.35-1.50/ 140-160 count 1.45/ 150-180 count 1.05

Capt Cruz 11,500/ Capt Mano 19,800/ Elizabeth 23,000/ Elizabeth C 14,000/ Humbak 22,500/ Impulse 14,000/ My Way 19,800/
Sao Paulo 19,200/ Seel 24,500/ Shannon III 20,000
TOTAL 188,300 LBS

Tuesday
Nov. 6, 1990

86,600 lbs
36,600 lbs
3,500 lbs
61,600 lbs

Cod Whale 1.00-1.10/ Large .80-1.30/ Market 1.15-1.70/ Scrod .75-1.30
Blackbacks Large 1.00-1.70/ Small .75-1.20/ PW .40-.60
Sand Dabs .30-1.00
Yellowtail Flounder - 100-120 count 1.40/ 120-140 count 1.05-1.10/ 140-160 count 1.00/
150-170 count .90/ 160-180 count .80-1.00

Atlantis 7,800/ Curlew II 18,000/ Galicia I 28,300/ Jenny & Cristina 25,400/ Lady Jay 16,300/ Sea Siren 21,500/
Senhora Da Boa Viagem 18,000/ Sunshine 21,100/ Susie K 15,000/ Triumfo 24,500
TOTAL 207,900 LBS

Wednesday
Nov. 7, 1990

100 lbs
99,600 lbs
28,200 lbs
8,800 lbs
7,600 lbs
63,600 lbs

Haddock 1.00
Cod Large .80-1.00 / Market .95-1.10 / Scrod .70-.95
Georges Lemonsole 2.00-2.50/ Large 1.90-2.00/ small 1.50-2.00/ PW .60
Blackbacks Large BB 1.50-2.25 / Small BB 1.50-2.25/ PW .60-2.00
Sand Dabs .40-.60
Yellowtail Flounder 90-110 count 1.55/ 100-120 count 1.30-1.40/ 150-170 count .95/
160-180 count .95-2.00

Atlantic Star 14,400/ Helen Marie 29,400/ Lady of Grace 17,300/ Miss Happy 10,000/ Niagara Falls 35,000/
Praia Da Torreira 25,000/ Ria De Aveiro 15,500/ Sea Escape 15,800/ Shantelle & Nancy 20,300/ Sunflower 14,800
TOTAL 197,500 LBS

Thursday
Nov. 8, 1990

102,200 lbs
19,800 lbs
1,400 lbs
5,800 lbs
68,300 lbs

Cod Large .80-1.00/ Market .70-.95/ Scrod .70-.80
Blackbacks Large 1.40-1.80/ Small 1.20-2.00/ PW .60-.80
Dabs Large .80/ Small .60/ PW .40
Sand Dabs .30-.40
Yellowtail Flounder - 100-120 count 1.00-1.26/ 120-140 count 1.15/ 130-150 count 1.50/
150-180 count 1.00

Act II 29,500/ Alem Mar 15,400/ Chain 19,700/ Irene Maria 23,000/ Kelly Ann 15,500/ Lady Laura 13,000/ Maureen S 24,500/
Pedro 11,800/ Santo Antonio 18,500
TOTAL 170,800 LBS

Friday
Nov. 9, 1990

85,500 lbs
21,100 lbs
800 lbs
63,400 lbs

Cod Large 1.00-1.12/ Markets .80-1.00/ Scrod .60-1.00
Blackbacks Large 1.15-.2.00/ Small .95-2.00/ PW .40-2.00
Sand Dabs .50
Yellowtail Flounder - 90-110 count 1.35-1.45/ 100-120 count 1.30-1.40/ 130-150 count 1.05/
160-180 count .96-1.00



THE PASTA
HOUSE

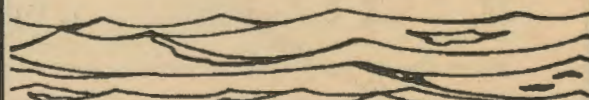
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Iberia II 26,300/ Isabel S 33,000/ Lisbon 15,900/ Lucky Venture 18,800/ Marlu 19,500/ Mayflower 19,500/ Narragansett 29,600/
 Santa Queen 22,300 117,500 lbs Cod Large 1.00-1.50/ Market .95-1.00/ Scrod .65-1.00
 TOTAL 184,500 LBS 15,800 lbs Georges Lemonsole 2.50/ Large 2.00/ Small 1.80
 14,000 lbs Blackbacks Large 1.60-2.25/ Small 1.50-2.25/ PW .60-2.25
 20,000 lbs Sand Dabs .75-1.00
 17,200 lbs Yellowtails 100-120 count 1.50-1.55/ 160-180 count 1.00-1.15

Nov. 12, 1990
Monday

Alentejo 11,000/ Ana Palmira 13,900/ Bagatell 18,100/ Cowboy 12,000/ Lucimar 14,700
 TOTAL 69,700 LBS 24,500 lbs Cod Large 1.50/ Markets 1.15-2.00/ Scrod 1.15-2.00
 7,300 lbs Georges Lemonsole 1.25/ Large 2.00/ Small 1.60/ PW 1.25
 6,700 lbs Blackbacks Large 1.85/ Small 1.75-2.15/PW 1.05-2.00
 1,500 lbs Sand Dabs 1.50
 29,700 lbs Yellowtails 100-120 count 1.70-2.25/ 160-180 count 1.45-2.35

Nov. 13, 1990
Tuesday

Illusion 22,000/ Shelagh K 17,500 TOTAL 39,500
 15,500 lbs Cod Large 1.50/ Markets 1.55/ Scrod 1.40
 2,000 lbs Sand Dabs 1.25
 22,000 lbs Yellowtail 100-120 count 1.60/ 160-180 count 1.55

Nov. 14, 1990
Wednesday

American Hope 31,000/ Angela W 9,000/ Fisherman 26,100/ Sao Marcos 19,100
 TOTAL 85,200 LBS 58,000 lbs Cod Large 1.50-1.60/ Market 1.45-1.50/ Scrod 1.10-1.20
 6,800 lbs Georges Lemonsole 2.50/ Large 2.20/ Small 2.00
 600 lbs Channel Small BB .40-2.20/ PW 1.00
 19,500 lbs Sand Dabs .90-1.35
 300 lbs Yellowtail 160-180 count 2.00

Nov. 15, 1990
Thursday

Blue Sea II 25,700/ Bonansa 27,000/ Covered Wagon 30,400/ Imigrante 24,000/ Neves 30,600/ Niagara Falls 23,500/
 Portugal 22,700/ Valkyrie 30,000/ Virginia Sands 30,500
 TOTAL 244,400 LBS 100,900 lbs Cod Whale 1.00/Large 1.25-1.40/ Market 1.20-1.40/ Scrod .95-1.40
 5,600 lbs Blackbacks Large 1.00-2.00/ Small .80-2.00/ PW .60
 97,500 lbs Sand Dabs .20-1.00
 40,400 lbs Yellowtails 100-120 count 1.20-1.50/ 160-180 count .90-1.30

Nov. 16, 1990
Friday

Baker Books



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Coast Guard Reports

Oct 23, 1990/ 10:53 AM

Coast Group Woods Hole received a report from the brother of a crewman of the S/V Maranatha, a 54' ketch with 5-6 people onboard that the boat was overdue on a trip from Woods Hole to Bermuda. It was last heard from 120 miles northeast of Bermuda. A search was launched from Cape Cod to Bermuda with negative response. Media interest is very high. After two days of search of over 34,000 square miles vessels was located underway in no distress 250 miles northwest of Puerto Rico.

Oct 23, 1990/ 12:51 PM

The F/V Western Venture, a 123' eastern rig scalloper radioed some 150 miles east of Nantucket that it had become disabled and was adrift. The vessel reported a major oil leak in the turbo charger. The cutter Tamaroa directed the captain to shut down the engine and wait for assistance. A tow was arranged to Nantucket by the Coast Guard.

Oct 24, 1990/ 12:57 PM

The cutter Tamaroa reported

receiving an audible EPIRB signal about 30 miles southeast of Chatham. A helicopter was launched and it located the F/V Massachusetts which had accidentally activated its EPIRB. A notice of violation was issued.

Oct 25, 1990/ 6:15 PM

The F/V Harvester out some 120 miles east of Nantucket called for medical assistance for a crewmember who had fallen 6-8' from the rigging onto the ice hatch approximately 6 hours ago. Patient was conscious, coherent, swelling in the neck and shoulder area, and bruises and cuts on the upper back. The Flight Surgeon recommended that the vessel proceed to Nantucket for evacuation by a small boat.

Oct 27, 1990/ 2:40 PM

Coast Guard Group Woods Hole heard a child's voice on channel 16 saying "We're stuck in the middle of the ocean. We need help, we're stuck." No direction find was obtained. The call was also heard by station Castle Hill. An urgent marine information broadcast ran

for two hours with no response.

Oct 27, 1990/ 6:33 PM

An activated EPIRB signal was received coming from an area 10 miles southwest of Nantucket. The signal was located to be coming from a transiting. Although unable to hail the vessel by name, the signal ceased when a helicopter called the vessel in that location and made several low passes over the vessel. The name of the vessel was not obtained due to darkness.

Oct 28, 1990/ 8:03 AM

The F/V Hustler called for medical assistance 150 east of Nantucket regarding a 28 year old crewman suffering from chest pains, trouble breathing, rolling eyes, paling skin, and becoming incoherent. The Flight Surgeon was briefed and recommended a medevac by helicopter. The patient was airlifted to Cape Cod Hospital.

Oct 28, 1990/ 8:59 PM

Another medical assistance call was received from the F/V Ambassador some 135 east of

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Nantucket regarding a 59 year old crewman experiencing chest pains and had passed out twice. A medevac was arranged.

Oct 29, 1990/ 3:55 PM

The Coast Guard received a report from the F/V Celtic Pride, a 44' gillnetter with four people on board, out at 120 miles east of Gloucester, that a crewman had fallen overboard while attempting to weigh anchor and was recovered. During the time he was in the water he had a line wrapped around his neck and was suffering from shock, hypothermia and neck injuries. A helicopter was launched and was not able to hoist the patient due to 50 knot winds and 15' seas in driving rain. The vessel then started taking on water and broke free of her anchor. People on board donned survival suits but could not reach the liferaft on top of the pilot house. Up to two other fishing vessels and a Canadian Coast Guard vessel were diverted to assist. With the arrival of the cutter Sanibel at 1:00 AM the next day the vessel was taken in tow to Provincetown. At 7:30 AM the cutter advised that the seas were calming down and recommended that the medevac be

delayed for another hour. The patient was later hoisted from the F/V while it was in tow by the cutter and flown to Cape Cod Hospital.

Oct 31, 1990/ 2:10 PM

The F/V Cape Star out at 40 miles east of Nantucket reported sighting three red flares. Upon investigation, the Cape Star located the 92' eastern rig scalloper F/V Donny C disabled with an engine room fire. The vessel extinguished the fire which was apparently caused by leaking hydraulic fluid. The F/V Rianda gave the vessel a hand held radio for its transit to Nantucket Sound. A communications schedule was maintained until the vessel arrived safely in port.

Nov 6, 1990/ 10:38 PM

Scott Air Force Base received an EPIRB signal coming from the New Bedford area. The registration data on the message indicated that the EPIRB was from the F/V Mary D and gave a point of contacts name and number. The person reported that the vessel was moored in New Bedford and he would send someone to the boat to

secure the EPIRB.

Nov 7, 1990/ 6:20 AM

The F/V Barnacle Bill out at 100 miles east of Nantucket that it was taking on water and that the water was over the deck plates. A helicopter and cutter were diverted to assist. A recovery and assistance team boarded the vessel but was only able to bring two P1 pumps on board due to the sea conditions. The flooding was brought under control.

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

REPORT OF THE DIRECTOR

Ever since I was hired by the Offshore Mariners Association to set up and operate a business office, there have been many frustrations which is normal, for the commercial fishing industry and those who attempt to operate the business office and represent the best interests of the membership.

Our biggest frustration at Offshore Mariners Association, however, has been the lack of industry efforts to convince the New England Fishery Management Council and the National Marine Fisheries Service that a simple, workable management plan without a meat count is the only true method to conserve and manage the sea scallop resource!

We have continuously stressed the following 1 - 10.

1. DIVIDE FLEET INTO TWO CLASSES ON HISTORICAL RECORD

CLASS A

FULL TIME SHUCKING VESSELS

CLASS B

PART TIME/SMALLER VESSELS

2. CALCULATE ANNUAL CATCH/MAXIMUM SUSTAINABLE YIELD (30 MILLION LBS.)

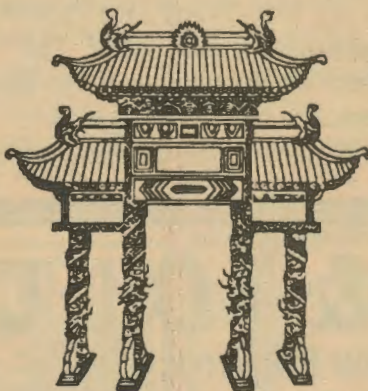
3. NOVEMBER DECLARATION INTO THE FISHERY - FOR FULL YEAR/EVERY YEAR

4. CALL IN SYSTEM - 3 HOUR ADVANCE

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For this reason, the more people in your party the more variety is in your meal.

Since each order is cooked individually, the degree of hot and spicy dishes can be altered to mild or even very hot. In addition, ingredients such as monosodium glutamate, salt, sugar or vegetable oil can be totally eliminated upon request.

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6. TRANSACTION SLIPS

7. GEAR - 30' DREDGES -
MAXIMUM = 2 - 15' DREDGES

8. 9,000 LBS. PER TRIP FOR A 9
MAN CREW

9. 120 HOURS LAYOVER TIME

10. SEA SCALLOPS MUST BE
SHUCKED AT SEA

Item 8 is a problem with many boat owner/operators, but if industry has to bite the bullet to save it, this seems to be acceptable to many.

There is no plan that will please everybody because regulations affect some differently than others.

About 2 1/2 - 3 years ago, Offshore Mariners Association and Seafood Producers Association put forth a similar plan that we both agreed to. It has gone nowhere to date.

A plan similar to the above without a meat count in effect a year ago would have been a lifesaver, most of the industry believes, in my opinion.

Havoc to the resource, the last year, trying to maintain a legal meat count has devastated the resource available for conservation and management, I am told.

This industry has not and will not get anything to ease the problems, if independents are going to publicly disagree with the Associations and their representatives.

Likewise, we and Seafood Producers agreed to present a joint effort control and resource management tool. Meat count has not, does not, and will never work in the present scheme of things, to do the job. Effort control has to be the only answer to the problem.

Maritime Injuries?

If you have been hurt on a vessel or shoreside, you and your family may have rights under various federal and state compensation laws. Lawyers at Wynn & Wynn have helped injured workers obtain benefits and settlements under these laws for many years.

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Albert J. Greene, a fisherman who lives at 12 Monodack Ave. Fairhaven, MA has been recently awarded a U.S. Coast Guard Master of Steam and Motor Vessels of Not More Than 100 Gross Tons and Mate 200 Gross Tons, Near Coastal license with Towing Assistance Endorsement.



Greene earned the license after passing a comprehensive test by the Coast Guard in Boston. The license authorizes Greene to captain small passenger vessels up to 100 gross tons and to be a mate on inspected vessels up to 200 gross tons out to 200 miles offshore. He can also engage in towing operations.

Captain Greene prepared for the Coast Guard test by completing a home-study exam-prep course that he obtained from Northeast Maritime in New Bedford.

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Calender of Events

November 28-29, 1990, 10 AM

NE Fishery Mgt Council
Full Council Meeting
Kings Grant Inn, Danvers

Monday, December 10, 1990, 7:30 PM
New Bedford Fishery Management Council
Scallop Management Plan Public Hearing
Seaport Inn, Fairhaven

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TUNING THE RIG by Harvey Oxenhorn

First Printing 1990, Harper & Row, Hardcover (\$22.95)

In the tradition of Dana and Melville, an individual schooled as a teacher goes to sea. Tuning the Rig is an account of an expedition on board the former tall ship Regina Maris. The author signs on as an apprentice, never having been offshore before. He is to do "ships work" and write an account of the trip in hopes that it will encourage support for the foundation's research of whales.

While reading the account, you learn about the Regina Maris, its history and how a sailing ship of its era (built in 1907) works and is sailed. Regina Maris is a barkentine and thus deserves the claim of being a tall ship. The seamanship involved is that of a time gone by and the author gives the reader a good feel of what it's like to climb rigging and hoist sails. Terms long since vanished from most nautical vocabularies are used and explained in his account.

The author confronts the captain, Dr. George Nichols, for permission to go ashore while in a port off Greenland. His request is denied. In this passage, one sees an insight into the captain, which as is the vessel itself, is a throwback to her earlier era. The author signed on as part of the crew to stand a watch, and that he would do unless he could convince someone in the off watch to switch, which he could not. The author, because of his agreement to write about the trip, thought he should have special privileges, he soon found that was not to happen. Reminds one of how Richard Henry Dana must have felt when he realized what he had got himself in for as he prepared Two Years Before the Mast.

The expedition's purpose is to do research on the whales that frequent these arctic regions. The accounts of the sightings and data gathering reveals that they observed ten species of whales and sixty-two different humpback whales. Statistics about the various sightings incorporated with data previously gathered indicates that whales once were the dominant animal presence in all seas. In the early 1700's they were so abundant in the Gulf of Saint Lawrence, that they could be harpooned from shore. However, during the last half of the 1800's over 20,000 beluga whales were killed in the Davis Straits alone. Recently in 1956, 10,000 pilot whales were killed on three beaches in Trinity Bay.

When reading accounts of early fisheries and estimates are made of their abundance, it is hard to believe that the large populations have been so greatly decimated. There are lessons in this research for us as we seek to extend the life of our current stocks. Lessons, not only in the make up of the various populations, but also in the manner that the capture of the species has been pursued. The consequences of this pursuit and success in capture of the many animals and fishes has resulted in today's depleted stocks. We are urged to consider the consequences of the past as it effects the species of whales and creatures of the seas.

This account is a wonderful way to travel the waters of Newfoundland, Greenland, and Labrador on a vessel many of us will never have the pleasure to sail and learn about the creatures of the seas that were once in great abundance without having to leave the warmth of our living rooms. This is great armchair sailing and is pleasant reading.



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- ☐ Cape, E. Freetown - \$149,900
- ☐ Cape, Acushnet - \$154,900

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Barnacle Puzzle

Provided By Karen Gomes & Muriel Broadland

November Word Search

Hidden in the puzzle are some important events of the season. One of the biggest is ... Thanksgiving dinner, so we've included many words relating to the feast. If you find all of the words, left-over letters provide a seasonal message.

T A B T A R B E L E C
H S M A Y E K R U T R
A P E C A N P I E S A
N U G Y D H S N O W N
K U I R E A N B G A B
S S B O C R A E R R E
G T L L N I I A A E R
I E E G A E D N N Y R
V E T E R A N S D A Y
I W S A B N I G M R S
N S H Y M Y H O A P A
G S U A E V L O S R U
D B L E M A S I N S C
A S N E E R G I M O E
Y S M I R G L I P A R
P U M P K I N P I E F
N G S G N I S S E R D

Beans (baked)	Indians
Beets	Pecan pie
Bun	Pilgrims
Celebrate	Prayer
Cranberry sauce	Pumpkin pie
Dressing	Remembrance
Eat	Day (Canada)
Family	Share
Giblets	Snow
Glory	Sweets
Grandma's	Thanksgiving
(house)	Day
Gravy	Turkey
Greens	Veterans Day
Gun (salute)	War
Ham	Yams
Honor (veterans)	

Upside-Downside Word game

Fill the blanks with words that include "up" or "down" (like upside and downside). If you

do it right, letters in the boxes spell what this game is all about.

1. — □ — —
2. — — □ — — —
3. □ — — — —
4. — □ — — — —
5. — — — □ — — — —
6. — — — □ — — —
7. — — — — □ — — —
8. — □ — — — —
9. — — — □ — — — —
10. — — — — □ — —
11. — — — — □ — — — —

An easily fooled person
Last meal of the day
Pancake's pal

To increase prices
Computer's break
All the facts

Decrease in status
An unhappy event
Poker game
Popular soft drink
The floor below

Answers on Page 30

Malakye says Thank You to all his friends for the great evening at the Dahill Post at his fund raiser.
IT WAS A SUCCESS!
THANKS TO ALL!

Malakye



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Alvin Glaser

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YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
Cuttyhunk Coldwater Seafood
of Mattapoisett

FLOUNDER WITH CREAMY OLIVE SAUCE

2 LBS Fresh Flounder Fillets
1 tsp salt
1/2 Cup sour cream
1/4 cup salad dressing or mayonnaise
1/4 cup catsup
1/2 cup sliced ripe olives
1 T chopped chives
1 T lemon juice

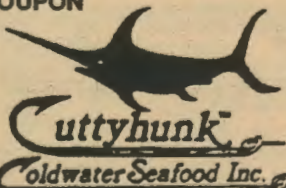
Arrange fish fillets in greased shallow 2-quart casserole. Sprinkle with salt. Combine sour cream, salad dressing or mayonnaise, catsup, olives, chives and lemon juice; mix well. Spoon over fish. Bake uncovered in moderate oven, 350 degrees, for 30 to 35 minutes or until fish flakes easily when tested with a fork. Spoon sauce over fish several times during baking. Makes 6 servings.

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HELP WANTED

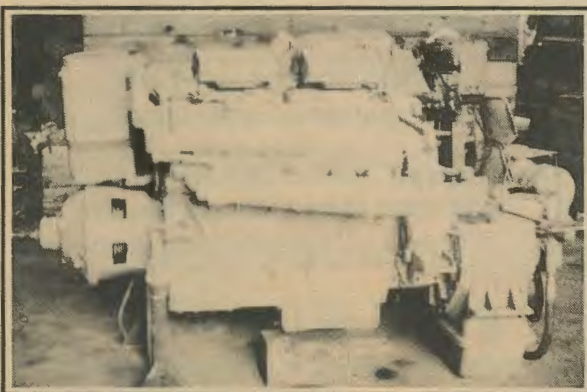
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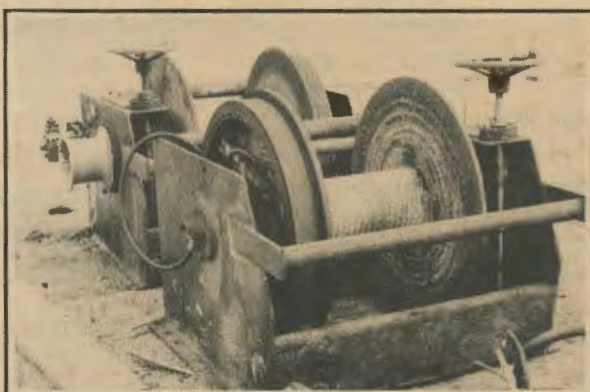
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Answers to Puzzle Page

Answer to November Word Search

Hidden message: Sharing Your Blessings!



Answer to Upside-Downside

1-Dupe, 2-Supper, 3-Syrup, 4-Markup, 5-Downtime, 6-Low-down, 7-Comedown, 8-Downer, 9-Showdown, 10-SevenUp, 11-Downstairs. Message: Ups and Downs.

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A Camara Aprova Legislatura De Conservação

A camara de deputados do Congresso, aprovou em Outubro uma proposta de lei sobre a conservação de pescas, que rege proibir redes fixas de grande panagem, proíbe também que productos de atum sejam marcados como (dolphin-safe) ou seja: atum apanhado sem prejudicar ou matar golfinhos, e anula o sistema que presentemente rege a apanha ou contagem de scallops.

Esta legislatura dá nova vida a lei das 200 milhas e podera alterar a maneira como os pescadores da Nova Inglaterra governam as suas vidas. Esta legislatura é a forma do congresso reagir aos problemas que confrontam a industria da pesca nacional, nomeadamente a apanha excessiva de certas especies, essencialmente destruindo certos sectores do pescado.

Um dos autores principais desta legislatura é o congressista Studds que comentou após a aprovação da legislatura que "A nossa industria de pescas não pode sobreviver com soluções de curto-prazo". O facto biologico é bastante claro; não se pode apanhar peixe que não existe. E o facto economico é que não se pode ganhar dinheiro com peixe que já morreu". O congressista Studds adiantou que o propósito principal da legislatura é "restaurar e aumentar as pescas que se encontram esgotadas, e que sobre as quais a nossa industria depende".

Esta legislatura é um acordo entre versões diferentes da casa dos representantes e o senado e visa a conservação de stocks pelo processo de aumento de multas por violação ás leis da pesca, pôr em pratica a execução da lei de acordo com o Canada, que pela primeira vez inclui a protecção ao atum, e contra o uso de redes fixas de grande panagem, nas aguas territoriais dos Estados Unidos. Harry Upton do Centro de Conservação Maritima é de opinião que esta legislatura não tem alterações radicais que possam melhorar as condições presentes.

Mr. Upton disse que uma das

falhas da legislatura é de não abolir por completo os programas que garantem os empréstimos federais que estimulou a modernização e construção de novos barcos. Esses programas, disse ainda o Sr. Upton, tem contribuido para o excesso de peixe pescado, autorizando "muitos barcos a apanhar poucos peixes". Uma tentativa para eliminar estes programas foi derrotada por um comité da casa dos representantes. Os parágrafos de maxima importancia nesta legislatura são:

SCALLOPS: A legislatura pede ao Conselho de Pescas da Nova Inglaterra que ponha em pratica no prazo de um ano, um plano para despor do sistema corrente que visa a contagem de scallops. Caso isso não aconteça, o Secretario de Estado do Departamento do Comercio terá o poder de fazer as alterações.

MULTAS: Aumentar as penalidades de violação de \$25 mil para \$100 mil e dá ao governo federal o poder de suspender a lincensa de pesca.

CANADA: Algumas considerações são aplicadas para reforçar a execução de legislatura recentemente passada sobre o acordo entre o Canada e os Estados Unidos afim de parar a pesca ilegal na area do Georges Bank, a 150 milhas do Cape Cod.

ENTRADA LIMITADA: Requer também esta legislatura que os conselhos

regionais das pescas preparem planos de conservação. Esses planos podem incluir que haja um numero limitado de barcos licenciados para apanhar especies designadas.

REDES FIXAS: Estas redes, que por vezes chegam a ter 40 milhas de comprimento, seriam globalmente proibidas, pois tem a tendencia de matar, em vez de pescar, certas especies de pescado. A legislatura proíbe ainda que peixe apanhado com tais redes seja vendido nos supermercados e nos restaurantes.

ATUM: Os Estados Unidos, debaixo desta legislatura, teriam a autoridade de controlar a pesca do atum, que presentemente é controlada por convenção internacional.

ROTULOS: Certas normas de nomear atum como sendo apanhado sem prejudicar golfinhos, serão devidamente catalogados para informar o consumidor. A legislatura proíbe a importação de atum apanhado com redes fixas a partir de 1991.

ESPADARTE: Requer que o Secretario de Estado procure acordos internacionais para que haja control sobre a pesca de pescado migratorio como o espadarte e atum de barbatana azul.

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